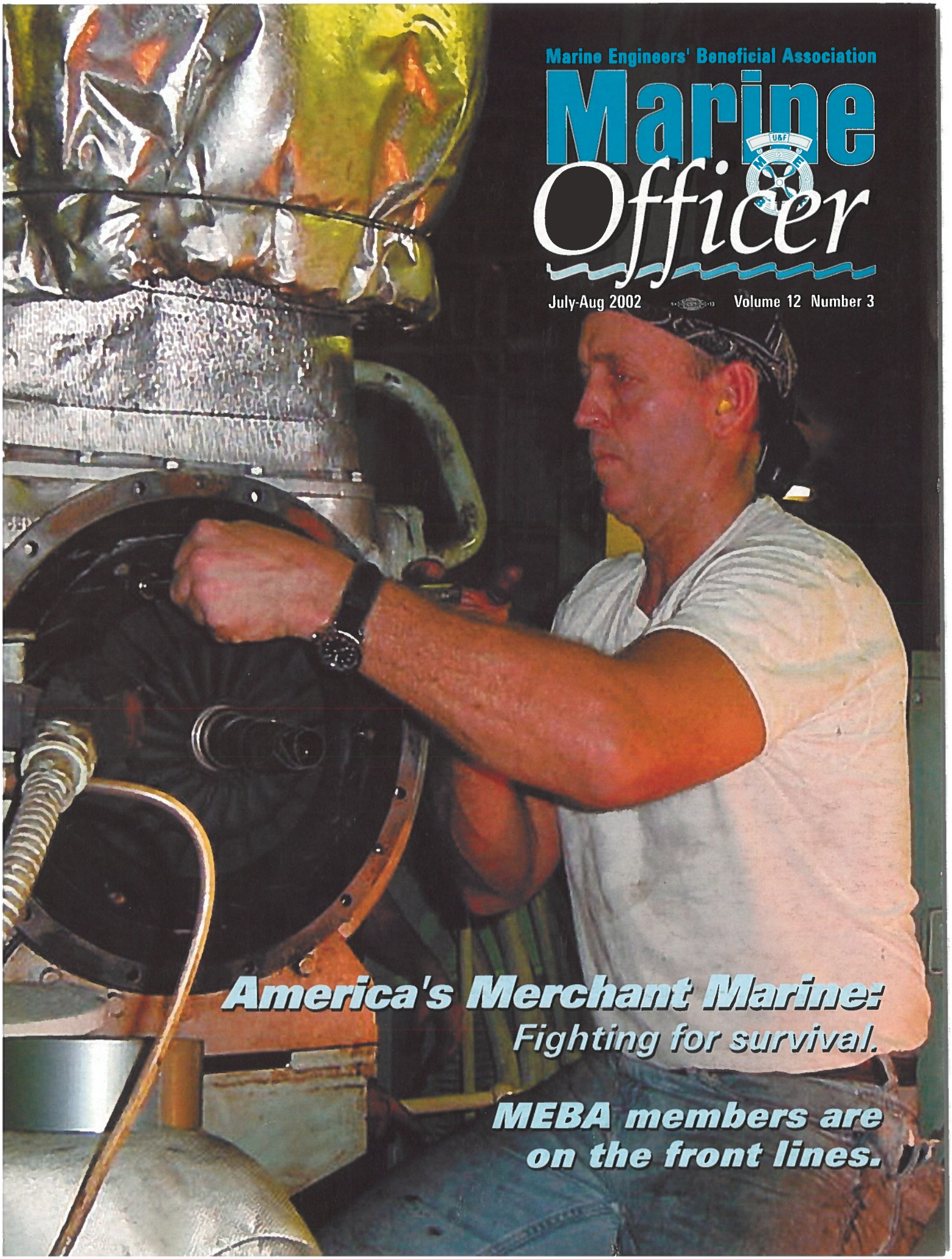


Marine Engineers' Beneficial Association

Marine Officer

July-Aug 2002 Volume 12 Number 3

America's Merchant Marine: Fighting for survival.

MEBA members are on the front lines.



PRESIDENT'S MESSAGE

America's Merchant Marine: Fighting for Survival

MEBA members know better than most what's happened to our nation's Merchant Marine fleet over the past decade. We've seen the U.S. flags come down and the foreign flags go up. The devastating impact on our jobs has been felt throughout our Union.

But as bad as it's been, it may get even worse. The U.S. Maritime Security Program (MSP) expires in three short years. Just as the Merchant Marine is a cornerstone of the U.S. military's ability to project power globally, MSP is a cornerstone of our nation's maritime policy. Together with the Jones Act and cargo preference laws, MSP makes up the absolutely essential triad of maritime policies and programs supporting the U.S. Merchant Marine. Congress and the White House will have to decide: will we have an American commercial fleet or not?

As incredible as it may sound, their decision could go against us. We've been busy making sure our side of the story gets heard. I met with Secretary of Labor Elaine Chao in mid-July to discuss the critical need not just to keep an American Merchant Marine, but to expand it. I also testified on this issue before the House Special Oversight Panel on the Merchant Marine (Armed Services Committee) on July 16. We're meeting regularly with allies in Washington and in ports throughout the country to rebuild our U.S. commercial fleet.

Our message: a strong U.S. Merchant Marine — and the trained, qualified engineers and deck officers needed to run it — is critical to homeland defense, port security, and military sealift in times of conflict while providing benefits to the peacetime economy. Ships flying the U.S. flag are also the best-crewed, best-maintained, safest ships in the world. It would be a national crime to let it all slip away into foreign hands.

Our Union is in a fight for survival, too

Non-AFL-CIO organization takes potshots at MEBA

Last month, the President of the American Maritime Officers (AMO) attacked the MEBA and me personally in a letter to his members. While I couldn't care less what he thinks about me personally, I will vigorously defend the reputation and the position of the MEBA. If this means taking on the AMO leadership head-on, then that is what my administration will do. By way of background, AMO fled the AFL-CIO by withdrawing from the National MEBA eight years ago amid damning allegations of raiding a brother union.

I have no quarrel with the membership of the AMO. Many of them have the same skills and experience MEBA members do. Frankly, it's time AMO members enjoyed MEBA-quality wages and benefits, instead of the substandard wages and benefits they get under AMO contracts.

We should be doing everything we can to help them get wages and benefits at our levels, if for no other reason than to protect what MEBA members have gained over the years. This effort is critical for our Union today, and into the future.

Taking on this effort will take time. It'll take money...money that, without a favorable vote on the dues increase, we won't have. It's one more reason why your positive vote for the dues increase is so important. Not only will we be able to pull ourselves out of the deficit situation we're in now, we'll be able to take on the critical fights we need to grow.

Frankly, without the dues increase, we won't have the money to maintain the services and activities we undertake for the membership right now, much less add anything else. Without the dues increase, we'll be forced to look at closing Local Union halls, laying off Union Reps and other staff, and cutting back our ability to speak for you and our industry in the halls of Congress.

So I urge you, if you haven't voted already, to send in your ballot on the dues increase referendum today. It truly is critical for the present and future of our great Union.

Ron Davis

Ron Davis

Marine Officer

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Beneficial Association is the
nation's oldest maritime labor
union, established in 1875.
MEBA represents licensed
engine and deck officers
aboard seagoing vessels,
ferries and government-
contracted ships.

Our members also serve on
tugs, barges, fireboats, research
vessels and in various capaci-
ties in shoreside industries.

Visit the MEBA website at
www.d1meba.org

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2



8


11


12


17

U&F
MEBA
MARINE ENGINEERS' BENEFICIAL ASSOCIATION

contents

2 | **Special Message For Members From D.O.L. Secretary Chao**

8 | **Every Port Has A Job To Do**

11 | **MEBA Goes To Bat For Maritime Security Fleet**

12 | **AMC Cargo Preference Laws Our Role in Washington**

13 | **New School Course Schedule Released**

17 | **Maritime Day / CAA Picnic Salute To Congress**

On the cover:
Mike Buckley III is overhauling an auxiliary diesel generator turbocharger unit aboard the Green Point.

A Message From Secretary Of Labor, Elaine Chao

MEBA has enjoyed several productive meetings with the Department of Labor and its Secretary Elaine Chao over the last few months. In July, MEBA President Ron Davis and several Union representatives briefed the Secretary on important MEBA and maritime issues. Secretary Chao already has a good understanding of the industry after holding high-level posts within the Maritime Administration and the Federal Maritime Commission during the Reagan/Bush years. President Davis noted that, "We were able to provide the Secretary with a snapshot of the maritime industry in the years since she departed her official posts overseeing the industry…It was a valuable exchange that exhibits the developing relationship our Union is enjoying with this Administration."

President Davis also led a discussion on several MEBA proposals to swell the size of the U.S.-flag fleet and provide better opportunities for U.S. mariners. The dialogue was lively and quite productive and our proposals were met with interest and received enthusiastically. MEBA plans to follow up on many of these issues with concrete details to be forwarded to the Secretary at a later date.

The Secretary expressed her sincere congratulations to MEBA member Carol Curtiss who recently became a true "Master Mariner" after completing both Chief and Master's licenses (unlimited). Secretary Chao read about the unprecedented achievement in the January/February issue of the Marine Officer which her office receives. She conveyed her interest in increasing opportunities for women in the maritime industry and was thusly pleased to hear about the appointment of Joyce Matthews as the new Director of the Calhoon MEBA Engineering School. The following article was crafted in a joint effort between the DOL and the MEBA.



Secretary Elaine Chao and President Ron Davis are overseeing an excellent relationship between the MEBA and the Department of Labor.

Dear MEBA Members,

As the last beams from the World Trade Center are removed from Ground Zero, I want to once again extend my sincere appreciation to those MEBA members aboard the New York City Fireboats, Staten Island Ferries, the Army Corps of Engineer vessels and the hospital ship USNS COMFORT who contributed in the rescue and recovery efforts surrounding September 11. I also extend my condolences to the family and friends of Jay Corcoran. America is once again at war to protect freedom and our unique way of life. The officers of the Marine Engineers' Beneficial Association have always been a vital part of America's fourth arm of defense – the U.S. Merchant Marine. Today, we are involved in a new type of war, a struggle that involves the American people at home as well as American troops abroad in the war against terrorism.



Some of you may be called to active duty in the Reserves or National Guard. As members of the MEBA answer the call, America owes you not only our gratitude, but our assurance that your job will be available upon return from military service. The Department of Labor, through our Veterans' Employment and Training Service (VETS), protects the jobs of those called to duty. Under the Uniformed Services Employment and Reemployment Rights Act (USERRA), Reservists and National Guard members returning to civilian employment are in almost all cases guaranteed reemployment, either in their previous job, or in a job with the same status, pay, and benefits that they would have been entitled to had they not been called up.

To qualify for reemployment rights under USERRA, a service member must notify his or her employer, orally or in writing, in advance of any military service unless time or national security prevents it. Also, the individual's service must be satisfactory – that is, he or she must not receive a dishonorable or other punitive discharge. Returning service members also must be ready to return to work within a specified time, depending on the length of their absence.

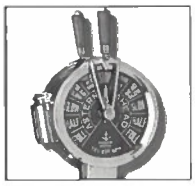
One of the most critical aspects of USERRA is that it protects your pension rights and health benefits. Reemployed service members must, for pension purposes, be treated as not having incurred a break in service, and any period of military service time must be considered for vesting and benefit accrual. Under certain restrictions, the employer-provided health benefits of Reservists and National Guard members may remain in effect during military service.

I am working closely together with MEBA President Ron Davis to ensure that MEBA members who may be called up know their rights and obligations under USERRA. To help America's citizen soldiers and mariners better understand USERRA, the Department of Labor has developed an interactive computer program available for free on the internet at the Department of Labor website - www.dol.gov/elaws/userra0.htm. In addition, state directors of the Veterans' Employment and Training Service, and other trained Labor Department staff, are available to assist any Reservist or National Guard member.

Thank you and smooth sailing,

E. L. Chao

Elaine Chao
U.S. Secretary of Labor



Ship's Telegraph

WWII Merchant Mariners Allowed Military Burials At Arlington

A new rule interpretation by the U.S. Army will allow funeral honors for World War II merchant mariners at Arlington National Cemetery. Acquiring deserved recognition and rights for mariners who played a huge role in the winning war effort has been a struggle throughout the years. It took a half-century after the war to win veteran status for these mariners. During World War II alone, 733 American vessels were sunk, and nearly 6,000 merchant seamen and officers were lost as a result of enemy action and war-related causes.

American Maritime Congress President Gloria Tosi noted that, "The Army's recent interpretation is one more way to pay tribute to the great loss of life suffered by World War II merchant mariners and their distinguished service to the Nation in its hour of need." Maritime Administrator William Schubert joined Tosi in his praise of the decision calling it a "salute to these patriotic seafarers for their heroic contributions to this country. Thank you for making this favorable decision."

Questions about eligibility for inurnment and military honors at Arlington National Cemetery should be directed to the cemetery's Interment Services Office at (703) 695-3250.



The Southwest Marine Pension Trust meeting recently on the West Coast. Moving counterclockwise from the far right at the front of the table are Duncan Ballenger, Capt. Steve Demeroutis, Tom Stockert, Stefan Mueller-Dombois, MEBA's Exec. V.P. Bud Jacque, Barry Baldwin, Doug Waite, Peter Bates, Investment consultant Michael Ashman, Dennis Harley, Robert Leef and MEBA's L.A. Branch Agent Al Camelio.

What You Should Know About...Southwest Marine Pension Trust

The Southwest Marine Pension Trust was established in 1957 to provide monthly pension benefits to qualifying members of District No. 1-PCD, MEBA through collectively bargained employer contributions to the Trust and today holds assets in excess of $24,000,000 in order to provide benefits to current and future retirees. Other Unions with agreements to participate in the Trust are the Masters, Mates & Pilots of the Pacific (MM&P) and Inlandboatmen's Union of the Pacific (IBU). Employers that presently have Union employees participating in the Trust are: Connolly-Pacific, Foss Maritime, Great Lakes Dredge & Dock, Links Marine Inc., Manson Construction Co., San Diego Gas & Electric, Santa Catalina Island Co., and Sause Brothers Ocean Towing Co.

The Trust is managed by a Board of Trustees comprised of three Trustees representing Management and three Trustees representing the Unions. Executive Vice President and San Francisco Branch Agent Mr. Louie "Bud" Jacque is the Chairman of the Board of Trustees. Other Union Trustees are: Captain Steven Demeroutis, representing the Masters, Mates & Pilots Union; and Mr. Stefan Mueller-Dombois, representing the Inlandboatmen's Union. The three Trustees representing Management are: Board Secretary Mr. Barry Baldwin, Foss Maritime - Pacific Southwest; Mr. Ralph Larison, Connolly-Pacific Company; and Mr. Ron Doutt, Santa Catalina Island Company.

In addition, each of the six Trustees has an Alternate who serves in the event that he is unable to attend official Trust meetings. Those Alternate Trustees are: Mr. AI Camelio, MEBA; Mr. Ray Shipway, MM&P; Mr. Thomas Hoysgaard, IBU; Ms. Julie Kuhn, Foss Maritime; Mr. Tom Stockert, Connolly-Pacific and Mr. W.F. "Oley" Olsen, Santa Catalina Island Company.

The Trust contracts with various professionals to provide the services required in the operation of a Trust of this size. Mr. Dennis Harley is the Trust Counsel; Mr. Frank Katz of Aon Consulting is the Trust Actuary; Mr. Bob Leef is the Trust Consultant; and Mr. Peter Bates of Benefit Programs Administration is the Trust Administrator. Assets of the Trust are managed and invested by Barclay's Global Investment, McMorgan &

Company, and Western Asset Management based upon the investment guidelines established by the Board of Trustees in consultation with Investment Consultants, Alan Biller & Associates. The Trust is also audited annually to ensure compliance with all Federal laws governing "Taft-Hartley" Trust Funds by Mr. Douglas Waite of the firm Miller, Kaplan, Arase & Company.

MEBA Patrolman Neutralizes Drug-Addled Maniac

New Orleans Patrolman Moose Mallini played hero in early July after a local woman was assaulted by a beefy drug-crazed maniac. Hearing screams at the crack of dawn from the adjoining parking lot to his home, Moose got a friend to dial "911" while he sprinted to the source of the noise where the assailant had shoved the woman to the ground and dashed off with her purse. Moose raced after the criminal and located the man who was hiding from police who were filing onto the scene. The MEBA Patrolman contained the perpetrator until police arrived and handcuffed the lawbreaker who admitted he'd been smoking crack all night and was desperate for money to fuel his addiction. With her money recovered, the victim escaped with only minor contusions. Referring to Moose, she told police investigators, "that man is my hero."



MEBA's Executive V.P. Bud Jacque with member Frank Goodwin and New Orleans Patrolman Moose Mallini. Moose played hero near his home where he helped corral a drug-crazed delinquent.



MEBA's Government Fleet Representative Randi Ciszewski with licensed officers aboard the USNS ARCTIC. The ship's Master, Capt. Nanartowich is standing. Lucky Chief Engineer Don Skurka has his arm around Randi.

MSC Takes Over Navy Ship ARCTIC – MEBA CIVMARS To Crew Vessel

The U.S. Navy completed the transfer of operational control of the fast combat support ship *USS ARCTIC* to the Military Sealift Command. A June 14 ceremony in Earle, NJ signaled the completion of the changeover and redubbed the ship as the *USNS ARCTIC*. The vessel is the second fast combat support ship to transfer from USS to USNS status joining the *USNS SUPPLY*. Both are crewed by MEBA civilian mariners. They provide fuel, ammunition and food to Navy ships underway. MSC is due to take over the USS *RAINIER* and *USS BRIDGE* over the next two years. *ARCTIC* was formerly crewed by 544 sailors but will now sail with 176 mariners. They will be joined by 28 sailors who will provide communication support and supply coordination. 31 additional sailors will support helicopter operations. The change is part of MSC's acquisition of the entire Navy Combat Logistics Force.

MEBA-Manned Ocean Tug Rescue Crippled Fishing Boat Party

Steaming on down toward the Panama Canal off the coast of Guatemala, the Military Sealift Command ocean tug *USNS SIOUX* encountered a small fishing boat with what appeared to be two people frantically waving a flag. Upon further investigation, they found that the vessel had been crippled for a week and the boat's two occupants had been drifting since then. The *SIOUX's* Master, Capt. Brad Smith noted that the small boat "had fuel, some rain water they had collected and a compass, but lost both screws over the side…From what we can understand, the screws got caught in their nets and broke the shear pins. They thought they were only six miles or so off the coast. Their eyes got pretty big when I showed them where they were — about 200 miles offshore." The two men had rigged a temporary sail, but it was actually taking them further out into the ocean. "If someone didn't run across them soon they would have been goners," said Capt. Smith. Once they were safely aboard, the ship contacted Commander Task Force 40 and the Pacific Fleet. *USNS SIOUX's* crew used its ten-ton crane to lift the small boat onto its deck. The rescued men were dropped off in Panama along with the boat.

Matson Inks Kvaerner Contract for Two New (MEBA-Manned) Ships

Matson Navigation has signed a contract to purchase two new U.S.-built container ships, to be constructed by the Kvaerner Philadelphia Shipyard, Inc., for a total cost of $220 million. The new diesel-powered ships will replace



Military Sealift Commander Rear Adm. David Brewer III and staff recently stopped by for an illuminating and constructive tour of the facilities at the Calhoon MEBA Engineering School. Left to right are Rick Haynes (MSC), Susan Roy (MSC), Capt. Lee Kincaid (MEBA School), David Tubman (MEBA HQ), Radm. Brewer (MSC), Chuck Schoen (MSC), Joyce Matthews (MEBA School), Art Newberry (MEBA School) and George Clements MEBA HQ/AMC).

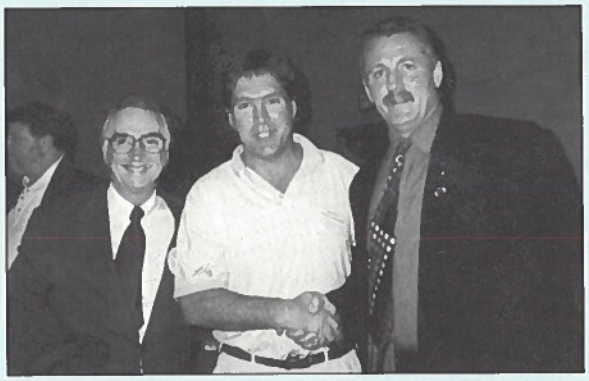
two 30-year-old steam-powered vessels (as yet to be determined), and will improve reliability and fuel efficiency, as well as lower operating costs for Matson's fleet. Matson expects to put the first ship into its Hawaii service in late 2003, and the second in 2004. The vessels are similar in size and speed to Matson's flagship *MV R.J. PFEIFFER*, the fastest and biggest containership currently operating in the U.S. domestic offshore trades. They will be equipped with a number of features specifically designed to meet Hawaii's current and projected market requirements, particularly bigger container sizes for both refrigerated and dry containers.

MEBA Crew Involved In Rescue At Sea

MEBA members aboard the *SEALAND INNOVATOR* took part in a deviation from their normal trade route in May to rush to the rescue of a 48-foot sailboat adrift in the Pacific for three days. On a journey that was entering its third week, the boat, "Life's Dream," was making its way from Honolulu to San Diego when a wave totaled the boat's rudder and a line managed to foul the propeller. Three days of aimless drifting persuaded the crew to summon the Coast Guard with a distress call made 600 miles west of San Francisco. The *INNOVATOR* was making its way from Busan, Korea to Long Beach, CA when it overheard radio chatter between the boat and a Coast Guard plane. Only 80 miles away, the crew volunteered to sail to the rescue. On May 20, they navigated through 12-foot swells and heavy winds, located the struggling boat and effected the rescue of the three-person crew along with a cute little kitten who bravely weathered the epic journey. MEBA Engineers who not only helped put the rescue together but brought their ship in on schedule to Long Beach included Chief Engineer Roald Krogstad, 1st A/E Paul Hebert, 2nd A/E Patrick Owers, and 3rd A/E Roderick Tate.



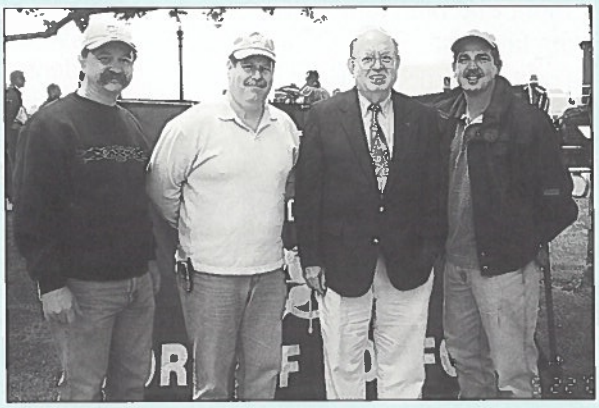
After serving as a Delegate at MEBA's National Convention in March, member Claudia Cimini visited her Senator in Washington D.C. Sen. Patty Murray (D-WA) hosts constituent coffees for Washingtonians every Wednesday while the Senate is in session. Check www.senate.gov/~murray for dates so you can sign up the next time you're in the area.



MEBA's Jacksonville Representative Tom Suneson (center) with ILWU International President James Spinosa (left) and ILWU Int'l V.P. Robert McEllrath. MEBA showed solidarity with the longshoremen in their recent negotiations on a new deal with the Pacific Maritime Association.



At the graduation ceremony at the U.S. Merchant Marine Academy are (l-r) Chamber of Shipping President Joe Cox, Liberty Maritime President Phil Shapiro, Maritime Administrator Capt. William Schubert, MEBA Instructor Thurland Wilkinson's daughter Mary Catherine Wilkinson who is a cadet at the Academy, and the MEBA School's Asst. Director (Operations) Capt. Lee Kincaid.



During Maritime Day in Norfolk, VA, MEBA's Phil Haskin was recognized for his 47-year service in the Merchant Marine. Left to right are MEBA members Hugh Yarbrough, Dave Cake, Phil Haskin and Gary Hill.

Your MEBA membership has always been a plus. Now it's more valuable than ever because your union membership gives you access to the Union Plus programs, which are designed to help you save money on everything you need to make life a little easier. From buying your first house to sending your children off to college, you're going to get a better deal because of your union membership. Take a look at how your MEBA membership works for you 24 hours a day.

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Your vote is critical

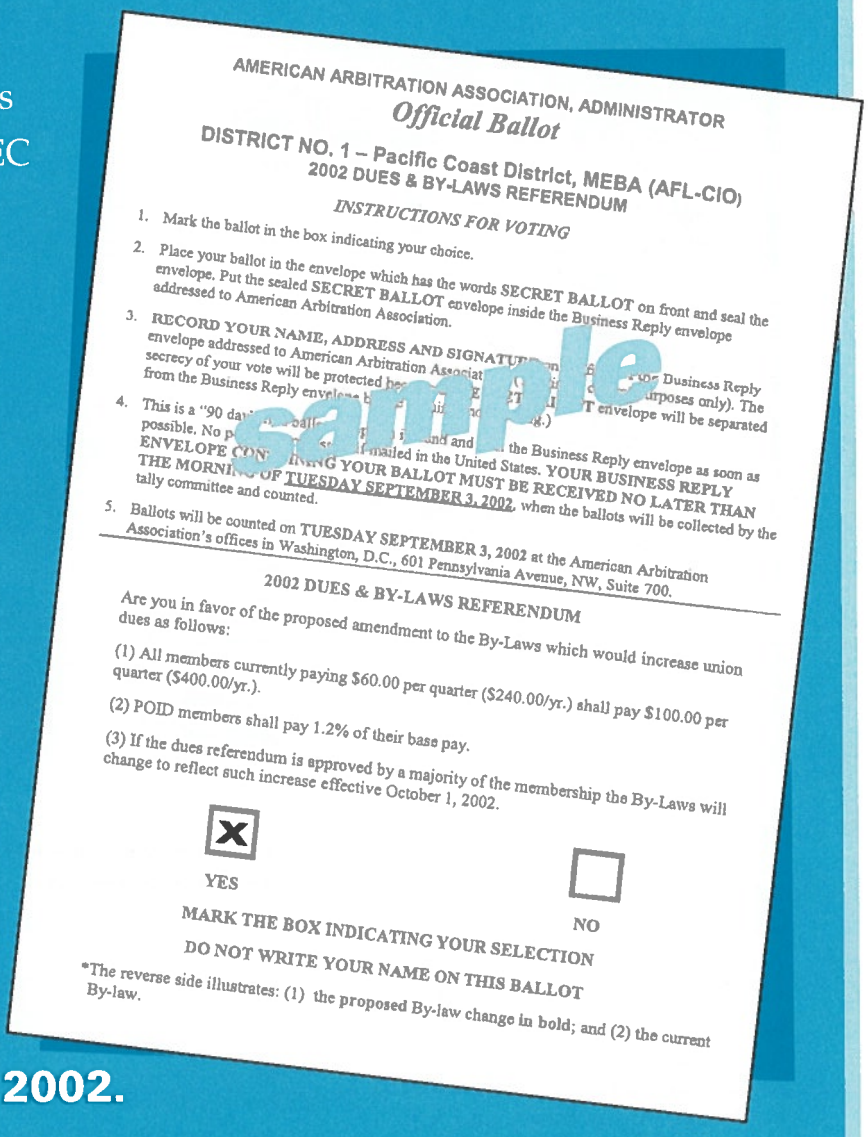
It's an important decision

It's time to address the critical issues the MEBA faces. That's why the DEC unanimously supports the dues increase, so we can strengthen our Union. It's up to every member to decide the future of our Union.

Make sure your voice is heard

Every member's voice should be heard. Cast your vote today.

Ballots must be received by the morning of Tuesday, September 3rd 2002.



AMERICAN ARBITRATION ASSOCIATION, ADMINISTRATOR

Official Ballot

DISTRICT NO. 1 – Pacific Coast District, MEBA (AFL-CIO)
2002 DUES & BY-LAWS REFERENDUM

INSTRUCTIONS FOR VOTING

1. Mark the ballot in the box indicating your choice.
2. Place your ballot in the envelope which has the words SECRET BALLOT on front and seal the envelope. Put the sealed SECRET BALLOT envelope inside the Business Reply envelope addressed to American Arbitration Association.
3. RECORD YOUR NAME, ADDRESS AND SIGNATU… envelope addressed to American Arbitration Associat… secrecy of your vote will be protected he… from the Business Reply envelope b… …urposes only). The …T envelope will be separated …8.)
4. This is a "90 da… ball… possible. No p… …and and … the Business Reply envelope as soon as …mailed in the United States. YOUR BUSINESS REPLY ENVELOPE CON… …ING YOUR BALLOT MUST BE RECEIVED NO LATER THAN THE MORNI… OF TUESDAY SEPTEMBER 3, 2002, when the ballots will be collected by the tally committee and counted.
5. Ballots will be counted on TUESDAY SEPTEMBER 3, 2002 at the American Arbitration Association's offices in Washington, D.C., 601 Pennsylvania Avenue, NW, Suite 700.

2002 DUES & BY-LAWS REFERENDUM

Are you in favor of the proposed amendment to the By-Laws which would increase union dues as follows:

(1) All members currently paying $60.00 per quarter ($240.00/yr.) shall pay $100.00 per quarter ($400.00/yr.).

(2) POID members shall pay 1.2% of their base pay.

(3) If the dues referendum is approved by a majority of the membership the By-Laws will change to reflect such increase effective October 1, 2002.

☒ YES ☐ NO

MARK THE BOX INDICATING YOUR SELECTION

DO NOT WRITE YOUR NAME ON THIS BALLOT

*The reverse side illustrates: (1) the proposed By-law change in bold; and (2) the current By-law.

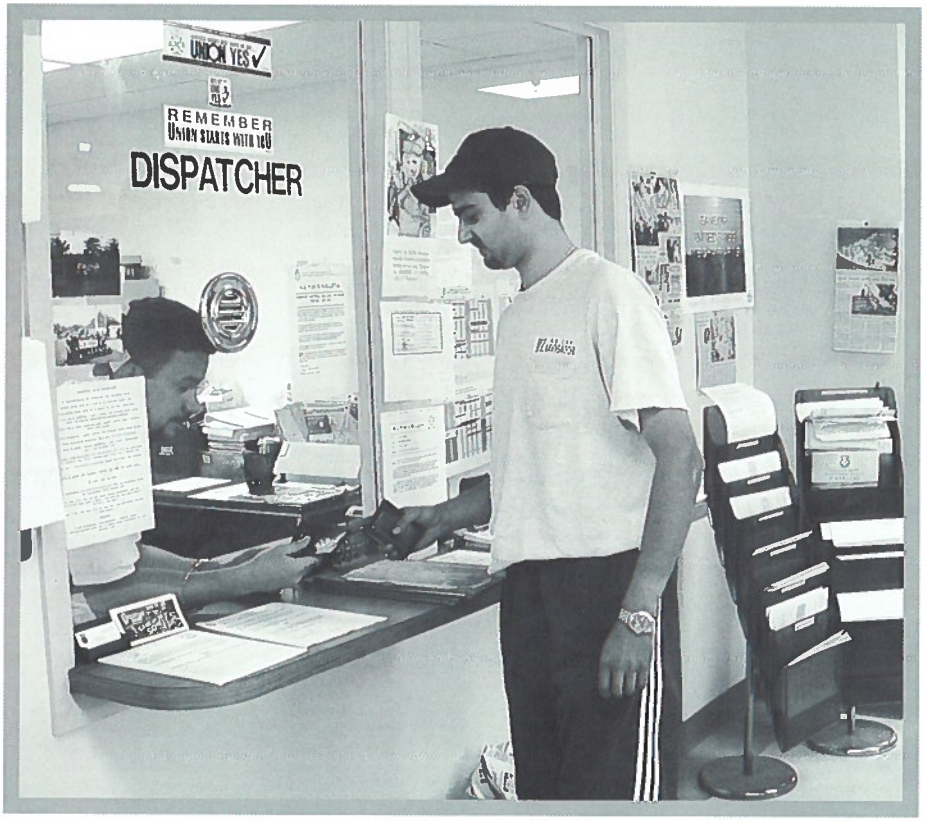
sample

If you have not received or have misplaced your ballot, you may request a duplicate by filling out the required form at your Union hall or by contacting Ken Egger at the American Arbitration Association, 230 South Broad Street, 10th floor, Philadelphia, Pennsylvania 19102-4493; Phone (215) 732-5260, Fax (215) 985-0977.

If you desire to obtain a ballot from Mr. Egger, then you will need to provide his office with your Name, Mailing Address, Phone Number and state that you need a ballot for the MEBA, District No. 1-PCD dues referendum.

Every port has a job to do

BALTIMORE · HOUSTON · LOS ANGELES · NEW ORLEANS · NEW YORK · SAN FRANCISCO · SEATTLE



Every MEBA hall or office, from the largest to the smallest, plays a role in the life of our Union – providing services to members and giving us coverage for growth and representation. No matter where our members are, or what they do – deep sea, ferry lines, municipal workers, office workers and more – they need to count on a MEBA office nearby.

Each port provides the special services members in their jurisdiction need. Each hall or office is positioned to organize new members into our Union, from cruise ships in Alaska to ferry lines in Boston. It is this broad-based coverage where we can fly the MEBA flag that allows us to best serve our members and fight for the interests of all working families.

That's why it's so important for us to work to keep these offices open. Every hall has an important job to do.

There's always a pot of coffee

Art Hemmings, Tampa Representative and 21-year member, is proud of his port and the service he's able to provide to members. "We may not have a lot of members shipping from here, but they live here and rely on this hall as a connection to the MEBA," he said, pointing out that Florida has more MEBA members than any other state. "We're an old-time union hall. There's always a pot of coffee here."

"We're here for the whole family," Hemmings said. "When members are shipping, we work with their families if there are any problems we can help out with. That makes you feel better knowing that the MEBA is ready to pitch in and help when you're away from home." And small halls can make big innovations. "This was the first hall to have an e-mail address. I still have it. Everyone uses it now to ask questions before they get into port. We were the first here in Tampa."

Organizing in the last frontier

"If we didn't have an office here, we couldn't think of organizing cruise lines," said Greg O'Claray, MEBA Representative in Juneau, Alaska. "You couldn't do this work from Seattle."

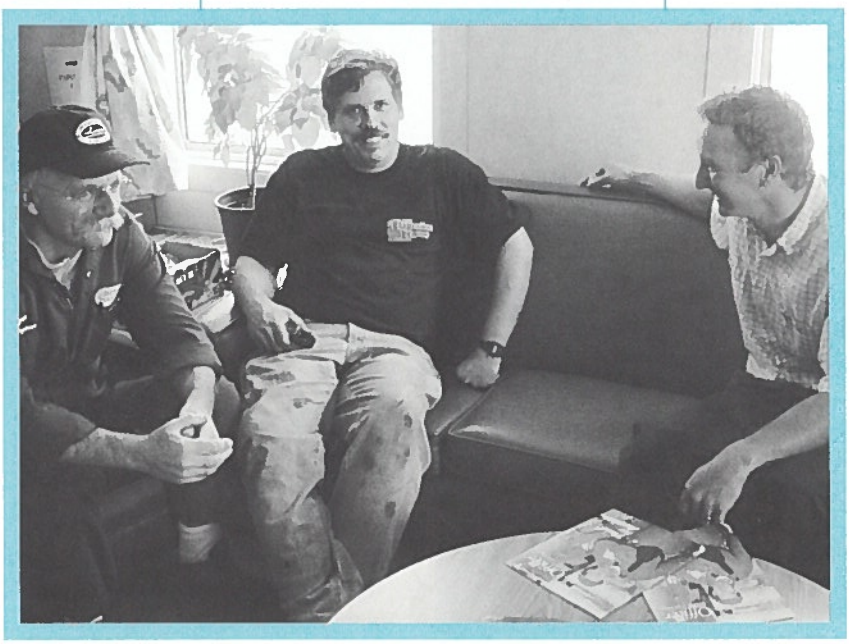
O'Claray, in conjunction with Headquarters, has been working to bring in cruise line employees on U.S. flagged ships. "You have to be available 24/7 to make a campaign happen. There is a lot of work on these cruise ships and it's an advantage to be where the action is."

The bulk of the servicing done out of the Juneau hall is with the Juneau city workers. With nearly 400 members working for the city, O'Claray says, "there is always something that needs straightening out. Leave pay, medical plans, it's a lot to keep on top of."

Although the focus of MEBA's Alaska office is to service members employed by the City and Borough of Juneau, it does its share of work for deep-sea members. Not too long ago, the hall fought to reinstate a member's license that was wrongfully suspended. "We had to go all the way to a Coast Guard Admiral to overturn this decision," said O'Claray, who noted that the member had diabetes. "They misread the regs and were about to deprive a member of his livelihood two years away from retirement. We stopped that from happening."

Boston brings in new members

Boston Representative Bill Campbell is proud of what his hall does to help new members. "We bring in more new applicants than any other hall on the East Coast and work closely with maritime academies in Massachusetts and Maine to get the graduates shipping with MEBA," he said.



"We really try to work with the Group 2 and 3 applicants to keep them shipping," Campbell said. "New members are key to the future and it means a lot to all of us when we help these men and women start out with the MEBA."

Because of the strong maritime traditions in New England, the Boston hall has one of the largest memberships in its jurisdiction, consistently drawing well-attended Union meetings and handling a lot of servicing for the membership. "It's a point of pride for us to provide the best service possible for every member," Campbell said.

Retirees stay active in Seattle

"We have one of the most active retiree chapters in the country, "said John McCurdy, four-year Seattle Branch Agent. "The hall is not just for active members, it's for every member."

McCurdy described some of the services available to retirees. "Our chapter meets quarterly, and we provide speakers on health or financial issues," he said. "But it's the social time and helping each other that's important." Recently, retirees and active members pitched in and helped an ailing retiree paint his house. "He just wasn't up to doing it, so we went over and helped out," McCurdy said.

Seattle is a diverse port serving many members in the public and private sectors. In addition to deep-sea, the hall services the members at Washington State Ferries and Alaska Marine Highway System. "It's these large state bureaucracies you have to watch out for," said McCurdy. "They are always trying to implement something that's not allowed in the contract. We have to work to keep them in compliance with the contract."

This awareness of government keeps the hall politically active. "We are always volunteering to help our friends get elected to state office. We need to make sure that the legislators who write our budgets know us and our issues."

Keeping our home bases

The far-flung MEBA halls give the Union its national character. Members from Boston can ship out from Honolulu. Tampa can service a member from North Dakota. We represent public employees from Massachusetts to Alaska. MEBA's Professional Office & Industrial Division in Denver serves POID members located in six cities around the country. We have a diverse membership in workplaces that require local knowledge to effectively address members' issues.

The halls also serve as bases for organizing, the lifeblood of any union. We can reach out to the cruise ships in Alaska or the tugboats in Boston and bring unorganized workers into the MEBA. The best way to bring people into the Union is to already be a part of the community where they live.

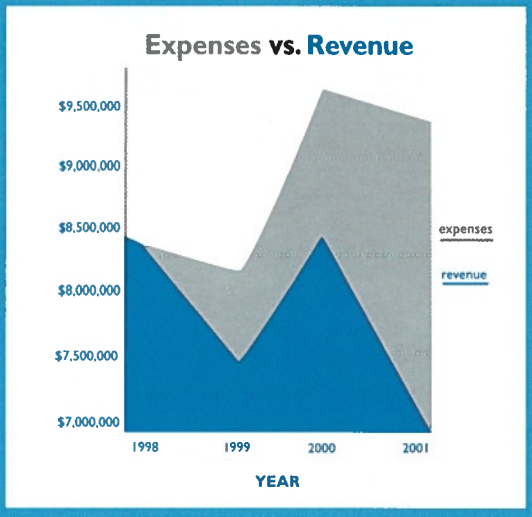
Over the past 127 years, MEBA has developed a structure to protect our members' interests and to grow our Union. It's an investment that requires considerable resources to maintain. But our halls are the best investment we can make for the future of our Union.



Can we keep the Union halls open?

Our Union has been losing money – running a deficit – for the last three years. And although fiscal controls have been implemented, the MEBA's current income will not be enough to cover current expenses.

The deficit has primarily been caused by a continuing decline in membership – from 5,600 in 1995 to just over 4,000 today. That has caused dues income to drop dramatically. Some other factors have added to the problem, like inflation and some one-time expenses that have occurred over the past several years.



The choice:
increase dues income or cut member services

Although on a larger scale, it's not very different from an individual's bank account: if expenses are greater than income, that person will eventually go broke if he doesn't act. He either has to cut expenses or raise income.

That's the situation the MEBA is in. Cutting expenses means cutting services members rely on. Closing local halls. Laying off Reps, and cutting other staff.

Passage of the dues increase referendum would keep that from happening. It would result in a substantial increase per year in income – enough to maintain services and begin working to reverse the downward trend in membership.

MEBA Goes To Bat For Bolstered Maritime Security Fleet

MEBA President Ron Davis testified on Capitol Hill in mid-July urging Congress to push ahead on the extension and expansion of the Maritime Security Program while emphasizing the Program's reliance on U.S. mariners – licensed officers in particular. He told the Special Oversight Panel on the Merchant Marine (House Armed Services Committee) that, "the relationship between unions and ratio of vessels must be preserved so that no future program jeopardizes the already proven highly trained and ready personnel available to our nation."

MEBA signed onto a joint statement issued by maritime unions seeking a long-term extension of the Program ensuring a U.S. commercial fleet at the ready in case of contingency. The unions (MEBA, MM&P, SIU & AMO) advocate that a new MSP should be authorized for a 20-year stretch with increased vessel payments along with annual adjustments reflecting inflation. The unions called for a 60-vessel fleet (expanded from the current 47) that would augment U.S. commercial sealift capability while broadening the job base for U.S. merchant mariners.

In remarks supplementing the joint testimony, President Davis issued a vigorous call to Congress to place a high priority on an extensive successor program. Without a sturdy MSP, he pointed out, the delicate balance of the three-legged stool that supports the U.S. Merchant Marine (Jones Act/MSP/cargo preference laws) would collapse. The continual erosion of the U.S.-flag fleet not only diminishes our ability to respond in case of national emergency, he thundered, "ships that our flag loses also represent lost jobs." Drying up the pool of highly skilled mariners desiccates not only the MEBA and the maritime industry. He declared, it "is a direct threat to our national security."



Following the hearing, President Davis and Subcommittee Chairman Duncan Hunter (R-CA) continued their dialogue. Rep. Hunter is in line to chair the full Armed Services Committee should the Republicans retain their majority.

Congress Briefed on the Perils of F.O.C. Shipping

In June, Flag of Convenience shipping got a spotlight thrust upon it on Capitol Hill, and Congress didn't like what it saw. Among a half a dozen witnesses speaking before the House Armed Service's Special Oversight Panel on the Merchant Marine, Maritime Administrator Capt. William Schubert pointed out that these loosely regulated open registries expose themselves to potential disaster on U.S. shores and overseas.

Ship operators flock to fly these phony flags that allow them to enjoy nonrestrictive laws, low tax liability, minute vessel registration fees, and negligible crew costs. These floating sweatshops feature poorly trained crews and suspect safety standards. The lack of transparency inherent in FOC shipping sets the table nicely for a terrorist to hide behind these ships of shame to either reap its profits or to utilize for clandestine operations. "A shipowner who registers his or her vessel in an open registry does not need to have any connection or link to the country sponsoring the registry," stated Capt. Schubert. "As a result, the flag of convenience regimes can inadvertently open the door for criminal and terrorist activity that would be impossible under the U.S.-flag registry or other reputable flag states with high standards like the United States."



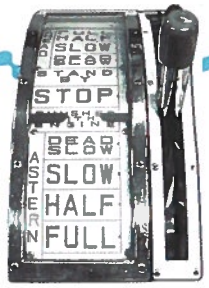
President Davis testifying before Congress. "We are confident that, with an extended and expanded program to MSP, replacement tonnage...will be brought online soon, together with jobs for our sailing members."

He called for initiatives toward prescreening foreign crews as well as programs to ensure the integrity of the issuance of seafarer and vessel documentation.

Finally, he noted, "we should explore ways to make the U.S. flag more attractive to potential U.S. citizen investors, through market and financial incentives that have been successful in other seafaring countries."



Maritime Administrator William Schubert and Radm. Paul Pluta told Congressmen about the dangers of Flag of Convenience vessels. It could just be a matter of time before the U.S. pays dearly for tolerating these mercenary flags that shelter unsavory shipping.



Finished With Engines

They no longer hear the calling of the watches, or the falling of the storm rain in the night. Seas shall weary them no more, for they have reached their final haven —their further shore.

SAMUEL BARTHOLOMEW

Samuel Bartholomew crossed the great divide on the first day of 2002 at the age of 79. He enjoyed exactly 24 years of retirement from the Union after his last voyage with Sea-Land Service. Brother Bartholomew resided in Desert Hot Springs, CA and is survived by his wife Toan and son Sam Jr.

HAROLD O. BENSEN

Harold Bensen set course for calmer waters on November 13, 2001 at the age of 84. He enjoyed a brief MEBA career that spanned between 1967 and 1978. Brother Bensen last sailed with Sea-Land Service in the year of his retirement. He was a resident of Englewood, FL and is survived by his wife Dorothy.

RAY J. BIER

Ray Bier made his final crossing on January 8, 2002 at the age of 79. After a lengthy MEBA career that netted almost 24 years of pension credit, Brother Bier enjoyed a 32-year retirement. He was a resident of Riverside, CA.

GILBERT F. BIGGS

Gilbert Biggs ended his earthly career on September 7, 2001 at the age of 88. A longtime member, he collected over 30 years of pension credit before his retirement in 1979. Brother Biggs last sailed for Delta Steamship in the year of his retirement. He was a resident of Reno, NV

HARRY W. BOYER

The keys went silent for Harry Boyer on October 11, 2001 at the age of 79. A member of District 3, the Radio Officers' Union (ROU), He enrolled in 1964 and assembled over 21 years of pension credit before his retirement in 1986. Brother Boyer last sailed for Sea-Land Service in 1985. He was a resident of San Bruno, CA and is survived by his wife Dorothy.

GEORGE W. BRANDON

George Brandon set sail for uncharted waters on January 5, 2002 at the age of 64. Brother Brandon first went to sea as a member in 1956 and continued his career with the Union until 1982. The year before his retirement he sailed his last MEBA-contracted job with Patco. He was a resident of Colleyville, TX and is survived by wife Phyllis, son Paul and daughter Staci.

ROBERT B. BROWN

Robert Brown sailed to the end of the line on February 4, 2002 at the age of 77. Brother Brown was a longtime member having begun his MEBA career in 1948. He earned over 35 years of pension credit along the way until his retirement in 1985. He last sailed in his retirement year for Sea-Land Service. A resident of Tonasket, WA, he is survived by his wife Katherine Anderson.

RAYMOND H. CONNELL

Raymond Connell made his final crossing on November 16, 2001 at the age of 80. He first became a member in the waning days of World War II and continued sailing under MEBA contract until 1980. He last steamed out for Sea-Land Service in 1979. Brother Connell was a resident of Edmonds, WA.

DEWEY H. CONNER

Dewey Conner booked his final passage on November 6, 2001 at the age of 74. He made every year of his membership count by collecting almost 23 years of pension credit during his service to the Union that lasted almost 23 years. He last sailed under MEBA contract for Lykes Brothers in the year of his retirement, 1982. Brother Conner was a resident of Picayune, MS.

WILLIAM S. FRAKES

William Frakes eased into eternity on October 16, 2001 at the age of 78. He carried the MEBA banner for almost 40 years after becoming a member in 1945. He last shipped out in 1984 for Sea-Land Service. Brother Frakes retired to Hallandale, FL and is survived by his wife Jeanne.

RALPH E. GERVAIS



Ralph Gervais sailed toward distant lands on May 10, 1999 at the age of 85. Over a long-lasting career with the Union he accumulated 25 years of pension credit before he filed his retirement papers in 1971. Brother Gervais was a resident of Chapel Hill, N.C. and is survived by his son Norman.

LEVIS E. GIBSON

Levis Gibson reached his final shore on December 4, 2001 at the age of 91. Brother Gibson sailed infrequently during his fourteen years as a member and filed for retirement in 1990 at the age of 80. He resided in Jacksonville, FL and is survived by his wife Anna.

JAMEEL HAMOUD

Jameel Hamoud went to his eternal reward on January 27, 2002 at the age of 81. He concluded his MEBA career in 1966 after amassing twenty years of pension credit. Brother Hamoud resided in Elizabethtown, N.C. and is survived by his wife Olive.

EDWARD L. HETHINGTON

Edward Hethington crossed the great divide on January 21, 2002 at the age 87. He became a member in 1963 and continued the seafaring life until his retirement from the Union in 1980. Brother Hethington was a resident of Jacksonville, FL and is survived by his wife Evelyn.

DORSEY J. LAMBERT

Dorsey Lambert set course for calmer waters on January 15, 2002 at the age of 75. He spent twenty years with the Union beginning in 1966 and last sailed under MEBA contract with Puerto Rico Marine in 1985. Brother Lambert was a resident of Keystone Heights, FL and is survived by his wife Eunice.

ROY O. LAWTON

Roy Lawton made his final crossing on January 20, 2002 at the age of 63. He joined the Brotherhood of Marine Officers (BMO) in 1963 and collected over sixteen years of pension credit between then and the time he retired in 2001. Brother Lawton was a resident of Newport, R.I.

VERNON B. LAZERUS

Vernon Lazerus made sail toward his final rest on November 17, 2001 at the age 77. He was able to reflect upon his days at sea for a long time after his retirement from the Union in 1968. Brother Lazerus was a resident of Huntsville, TX and is survived by his wife Betty.

FRANCIS MASTRI

Francis Mastri steamed into the sunset on October 22, 2001 at the age of 75. He enjoyed an almost thirty-year retirement from the Union and settled down in Trinidad, CA. Brother Mastri is survived by his wife Kathryn and brother Joseph.

EDWARD K. MINYARD

Edward Minyard sailed toward safe haven on November 7, 2001 at the age of 74. He accrued almost 32 years of pension credit during a lengthy career that began in 1960 and culminated with his retirement in 1992. Brother Minyard last sailed under MEBA contract with American President Lines in 1991. He resided in Houston, TX and is survived by his wife Helen and son Edward.

PHILIP P. MURPHY

Philip Murphy slipped beneath the waves on December 7, 2001 at the age of 83. A longtime member of the Union, Brother Murphy amassed 24 years of pension credit before he stepped ashore for good in 1972 completing a stint with Pacific Far East. He is survived by his wife Nelly.

LAWRENCE NASEY

Lawrence Nasey made his final voyage on September 9, 1998 at the ripe old age of 95. He had strung together 25 years of pension credit before putting away his seabag and retiring to Grass Valley, CA. Brother Nasey last sailed for American Sealanes in 1969. He is survived by daughters Loradona Youngman and Vadie Nasey.

ROBERT J. O'NEILL

Robert O'Neill departed on December 11, 2001 after 95 years. He spent a chunk of his colorful life with the MEBA where he collected 25 years of pension credit before retiring in 1968. Brother O'Neill was a resident of Berkeley, CA.

JOHN H. PARKER

John Parker booked his final passage on January 21, 2002 at the age of 91. His extended MEBA career netted him over 33 years of pension credit which aided him in his retirement years that began in 1978. Brother Parker was a resident of Sylvania, GA and is survived by his wife Philip Bernice.

EUGENE SECUSKIE



Eugene Secuskie shipped off toward his final destination on June 8, 1999 at the age of 67. He'd only had eight years of retirement to enjoy following a 25-year career with the Union. Brother Secuskie resided in Guston, KY and is survived by his close friend Misako McCune.

DANIEL R. SUMMERVILLE



Daniel (Danny) Summerville, flamboyant MEBA dues paying member since March 29, 1974, sailed toward safe haven on April 10, 2002 at the age of 55 in San Francisco. Dan was a graduate of Galileo High School and a native of San Francisco. Danny began shipping when he was 18 years old working through the MFOW until he advanced through experience and training to the rank of Chief Engineer Steam and Diesel in MEBA. Dan's early death came during a long recuperation from an automobile accident suffered in August 1999 after enduring many surgeries. He was still on crutches at his death and his singular goal was to ship out again. He was a lifelong lover and admirer of Mother Ocean becoming an expert certified scuba diver and had enjoyed swimming and diving all the oceans and seas of the world. Dan was one of those special life-long live to the fullest in the moment kind of people - his spirit and laugh are missed. Danny is survived by his mother Angelina Summerville, daughter Nikki Summerville and grandchildren Nicholas and Tyler Walker, sons Daniel Summerville Deane and Terance Summerville, sister Janet Summerville, other relatives as well as a host of long time friends and people who love and miss him. Memorial services were held at Crissy Field near the Golden Gate Bridge April 15, 2002. A reception followed at Dan's mother's home. A portion of Dan's ashes have been ceremoniously scattered under the Golden Gate bridge by his daughter, grandchildren, son Terance and his wife, ex-wife Patti Summerville and three drinking buddies. Son Terance also scattered ashes in the ocean where he and Dan often went abalone hunting. The remainder were scattered on the open sea off the coast of Hawaii from a Matson vessel. The family thanks each one who befriended our loved one over the years. As Dan always said: Even Keel - Smooth Sailing - Steady As She Goes.

MEETING SCHEDULE

Port	Sept.	Oct.	Nov.
Baltimore	Tues. 3	Tues. 8	Tues. 5
Boston	Tues. 3	Mon. 7	Mon. 4
Calhoon School	Wed. 4	Wed. 9	Wed. 6
Charleston	Tues. 3	Tues. 8	Tues. 5
Honolulu	Fri. 6	Fri. 11	Fri. 8
Houston	Tues. 3	Tues. 8	Tues. 5
Jacksonville	Wed. 4	Wed. 9	Wed. 6
Los Angeles	Thurs. 5	Thurs. 10	Thurs. 7
New Orleans	Wed. 4	Wed. 9	Wed. 6
New York	Thurs. 5	Thurs. 10	Thurs. 7
Norfolk	Thurs. 5	Thurs. 10	Thurs. 7
Portland	Wed. 4	Wed. 9	Wed. 6
San Francisco	Tues. 3	Tues. 8	Tues. 5
Seattle	Tues. 3	Mon. 7	Mon. 4
Tampa	Thurs. 5	Thurs. 10	Thurs. 7

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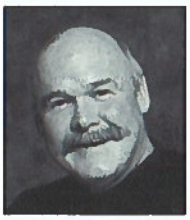
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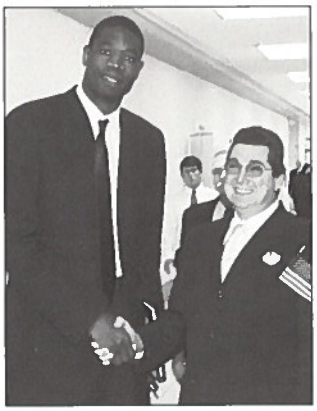
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MARITIME DAY / CAA REUNION / SALUTE TO CONGRESS



At D.C.'s Maritime Day celebration, the Maritime Administration honored representatives of merchant mariners through periods of war and struggle. Honorees included Thomas R. Gibson (World War II); Rowland "Snake" Williams (Persian Gulf War); J. Robert Lunney (Korean War); Capt. John Trimmer (Vietnam War); and Capt. James Parese (Sept. 11, 2001 attacks). Capt. Parese pilots Staten Island Ferries and is one of the MEBA members who made a difference in New York Harbor after the towers fell. Capt. Parese and another MEBA member, Mike O'Toole, were prominent in the video presentation that also included many Union photos and materials.



On Maritime Day, MEBA President Ron Davis ran into NBA All-Star Center Dikembe Mutombo on Capitol Hill. Mutombo, who had never heard of Maritime Day, was testifying on behalf of health care in his native Congo.



MEBA's Legislative Director David Tubman with this year's recipient of the prestigious "Salute to Congress Award" Senator Ernest "Fritz" Hollings (D-S.C.). The honor is awarded by the Propeller Club to a legislator who has provided strong leadership on behalf of the U.S. Merchant Marine. MEBA has supported Sen. Hollings through the years and he has been a good friend to the Union and the maritime industry.



MEBA Instructors Bob Smith and Rick Simonson were part of the MEBA School contingent to help honor Senator Hollings during the "Salute To Congress" dinner.



Calhoon School Asst. Director (Academics) Art Newberry with a retirement gift for GMDSS Instructor Bill Eney. Bill had taught at the School for the last eight years. At the CAA picnic this year he was presented with the prestigious Roy Luebbe Award for Excellence in Education.

Two of the victorious team of four who seized this year's Golf Tournament crown at Reunion '02. Seattle Patrolman Mike Jewell (right) with MEBA member Keith Skinner. Their team included Ace and Deuce Jewell. Mike and Ace also took the "Longest Drive" trophy.





Calhoon MEBA Engineering School Director Joyce Matthews with her husband Mike enjoying the CAA Reunion '02 picnic.

Dan Reddan, seen here with Frank Walsh, was honored as the CAA Man of the Year. Besides his contributions to CAA in his position as its East Coast V.P., Dan was one of our N.Y.-based members who contributed mightily to help alleviate the suffering after the towers came down. He is the Chief Engineer on the storied NYC Fireboat FIREFIGHTER.

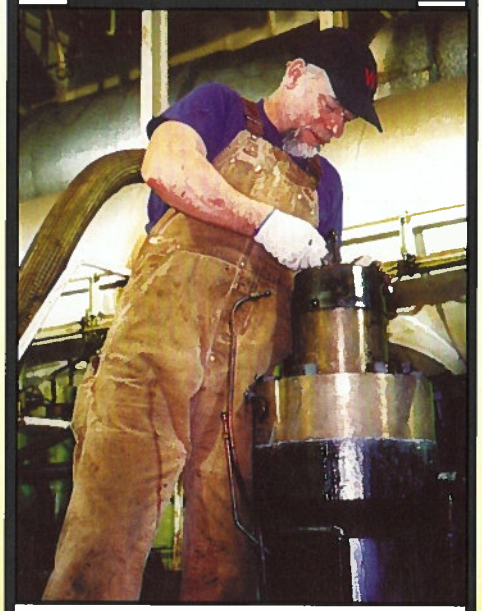




Meritorious Plaques were awarded to Ernie Clements (center) and Bill Cadden (right) whose tremendous efforts helped the School acquire the colossal propeller that will serve as the centerpiece for MEBA's Merchant Marine Memorial. CAA President Rick Simonson who organized the successful Reunion is at left.



MEBA members on the job and in the community.



Members working. On the job. At a labor rally. Volunteering on a political campaign. Helping in our neighborhoods. Let's show the world pictures of what we do everyday!

Photo Contest

MEBA is sponsoring its first ever photo contest. See your photo on the cover of the Marine Officer or in one of the many other MEBA publications.

Rules for submitting photos

- Mail prints, either 4" x 6" or 5" x 7", color or black and white. Keep a copy for yourself. Photos will not be returned.
- Be sure to package photos carefully for mailing. Use cardboard to keep them from bending.
- If you are using a digital camera, use the highest resolution setting for the photo.
- **Identify the photo.** Who is in the photo, where was it taken and when was it taken. Do not write on the backs of the photos.
- Identify yourself on a separate sheet of paper giving your name, address phone number and social security number.
- You must be a MEBA member or retiree to enter.
- You may enter more than one photo.
- We are looking for photos of members in action. Please do not submit pictures of members posing for the camera.

Send your entries to:

MEBA Photo Contest
444 North Capitol Street, Suite 800
Washington DC, 20001

Or e-mail your digital photos with identifying information to: mcannistraro@d1meba.org

